

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:33 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 108 Const Calendar Day: 38 Date: 12-Jul-2012 Thursday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 07:30 pm Break: 00:30 Over Time: 04:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 70 - 80 4PM**Precipitation** none **Condition** ClearWorking Day ☒ If no, explain:**Diary:**

Dispute

Paint

At 8:00 AM, I attended our weekly safety meeting that lasted about an hour. Roman, Warren, and I wanted to see Bill Casey following the safety meeting to discuss his direction on the repairing of the paint repair on the sockets. Earlier last week, I thought that he had an agreement with ABF that sockets with galvanizing damage are to be fixed, ONLY. In conversations with ABF (Scott Yeager and Andy Castaldi) over the past two weeks, they had communicated that ABF's position is to repair the sockets with galvanizing damage only. Warren, Roman, and I wanted a clear direction from Bill so we can communicate that to ABF and put an end to this speculation.

At about 10:15, we all met with Bill Casey at his office and he made it clear that all damages whether to galvanizing or the cable paint system need to be fixed prior to the installation of the sockets (in the brackets.) The only caveat or word of caution was not to push hard on ABF for the repair to the coating system, if the damage is not deemed significant. All galvanizing damages have to be fixed, though. It is expected that the sockets will get damaged when they are installed, he added. Therefore, we should only insist on repairing the damaged surfaces that are accessible.

Following this meeting, I headed to the field, where I saw the sockets at the NMS and SMS still wrapped in carpets. Per our discussion with Scott & Andy yesterday at the warehouse and my conversation with Andy on Monday, I have been expecting ABF to direct CCC to remove the carpets. Also, with all the keeper plates off the brackets at the South Side Span, I witnessed Rick Salcido and Bill Gatewood solvent cleaning (SP1) the brackets. Moreover, they were removing rust (SP11) off the plates and the bolt holes.

At about 10:45, I called Andy Castaldi and told him about my conversation with Bill Casey in regards to the repairing of paint damage to the sockets. I told him that we want all paint damages to be repaired whether it is galvanizing or otherwise (cable paint system) prior to the installation of these sockets. He told me that he will discuss this matter with his superiors and will get back to me once he knows more about this decision.

At about 11:00, I started identifying the rusted spots on the keeper plates and the brackets that had to be removed. These plates are faying surfaces and as such receive the Interzinc 22HS, which is an Inorganic Zinc coating. However, since these surfaces are not truly slip critical surfaces, we are not requiring the Contractor to Clean Blast them (Sp10). The small repairs (under 4 sq ft) to Inorganic Zinc surfaces as reflected in CCC's PQWP and approved by CT, can be prepared with SP11 prior to painting. I was done marking and identifying these locations by about 14:30.

There were no painters at the saddle today. In a conversation with Tony, I mentioned that all that is remaining up at the saddle is the application of the second coat of Interzinc 52 at the North saddle and the repairing of the rusted bolts (M36 and 3"). I reminded him that he needs to run two pull tests, one at each saddle, on the paint (Interzinc 52) that was applied on the two saddles without the presence of QA. Earlier



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today, Jim Lumley had told me that he would wait until the 2nd coat of Interzinc 52 is applied at the North saddle before conducting this test.

At the end of the day, Rick and Bill were only able to finish the Sp1 and SP 11 of most of the brackets and keeper plates. The rest of the cleaning will be done tomorrow followed by painting the faying surfaces with Interzinc 22HS and the bolt holes and other contact surfaces with Interzinc 52. I will not be at work tomorrow, however, due to a medical procedure. The South Side Span is the last of the four spans where the repairing and painting of the brackets and keeper plates are not completed.

An item of note is the conversation that J. Lumley had with Roman and I at the South Side Span. He told us that the rat holes devised at the bottom of the bracket assemblies at the bottom of the stiffeners were caulked in China. This will result in the ponding of water in these locations. Couple that with the rod holes that are rusted and not painted yet, water will find its way around the rods and into the holes, thus exacerbating the rusty condition of these holes.

Following the conclusion of this work, I headed up to the NMS catwalk to witness the re-tensioning of the bolts on cable bands starting with CB #44. I was to hook up with Lorraine who has been working on the re-tensioning for a while. This was to re-familiarize myself with this operation in case ABF decides to run this operation on Sunday. However, at 15:33 while I was on the catwalk, Lorraine called me and told me that the operation is cancelled. I saw Kevin's crew at Cable band 46 and within a few minutes of that Lorraine called and corrected her previous message that the crew is working, but they are tensioning only 6 bolts at this time. I told her that the crew just finished off CB 46 and is moving up to CB 48. At about 16:00, I came back down to the bridge deck and headed to the office. The following is a list of some of the tasks done at the office prior to my departure:

- Documentation of work done;
- Downloading of photos;
- Review of work-related e-mails;
- Conversations on possible Sunday work (re-tensioning);
- Conversation on the Caulking (demonstration) of the cable band done in June;

04-0120F4 Bid Item: 067 C-PWS-076.067 Install & Adjust PWS 76-80

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-086.067 Install & Adjust PWS 86-90

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-091.067 Install & Adjust PWS 91-95

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-096.067 Install & Adjust PWS 96-100

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-101.067 Install & Adjust PWS 101-105

AMERICAN BRIDGE/FLUOR, A JV



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Job Name: 04-0120F4 Inspector Name Soheilifard, Saman Diary #: 108 Date: 12-Jul-2012 Thursday

04-0120F4 Bid Item: 067 C-PWS-006.067 Install & Adjust PWS 6-10

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-106.067 Install & Adjust PWS 106-110

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-116.067 Install & Adjust PWS 116-120

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 081 0-000-000.081 CLEAN AND PAINT CABLE SYSTEM

CERTIFIED COATINGS COMPANY

04-0120F4 Bid Item: 081 0-000-000.081 CLEAN AND PAINT CABLE SYSTEM

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	AMERICAN BRIDGE/FLUOR, A JV							
Painter	FOR	Mike Gaya	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	JNM	Brandon Gaya	0.00	0.00	0.00	0.00		<input type="checkbox"/>

Attachment



BracketatPP16-SSP1 (1)



BracketatPP16-SSP1

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Soheilifard, Saman

Diary #: 108

Date: 12-Jul-2012

Thursday



BracketatPP14-SSP1